

*Adm 10.1  
memo for record*

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19 July 1967

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MEMORANDUM FOR THE RECORD

SUBJECT: Gary Francis Powers

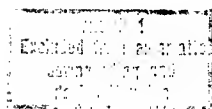
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1. On 18 July Mr. Powers telephoned and stated that he was calling as a result of discussions he had with [REDACTED] (former case officer of Powers at Headquarters). He asked when it would be convenient for him to visit Washington, and after checking his schedule he indicated at the moment that 2, 3 and 4 August would be suitable dates. Mr. Powers is interested in two topics: (a) a job with the Agency, and (b) reaction from the Agency on whether or not he could obtain authorization to write a book about his 1 May 1960 experience. When I conveyed to him my impression that he is to be a member of the Lockheed flight test pilot team for the U-2R program, Mr. Powers seemed rather perturbed and said that he has been elbowed out by other Lockheed pilots as first test pilot for the U-2R program. (Mr. Powers today is the primary Lockheed test pilot for the U-2 program.) Mr. Powers is not at all happy with his current status at Lockheed. I said that I would be in touch with him within a week concerning his visit to Headquarters.

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2. On 18 July I had discussions with Kelly Johnson who mentioned that during his recent vacation Mr. Powers tried to reach him at his vacation site but he did not see Powers until his return last week. Apparently Powers had heard from [REDACTED] that several Lockheed test pilots were being brought aboard the U-2R flight test program, and it was this topic that Powers raised with Kelly. Powers told Kelly rather bluntly that he was very unhappy at being relegated to a secondary test pilot role in the U-2R flight test program. Kelly pointed out to Powers that in the initial flight test

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of a new aircraft it is his responsibility to draw on the most experienced flight test pilots/engineers to do this work during the early stages of the program. For this reason he has decided to have Lockheed flight test pilots, [REDACTED] play the primary roles as test pilots for the U-2R flight test program. Powers, however, would participate during the evolution of the flight test program. Kelly admitted that Mr. Powers was quite unhappy with this situation; however, he never promised Powers to use him as the first test pilot on the U-2R program. Mr. Johnson reaffirmed that he has high regard for Frank Powers and would like to see him continue his work at Lockheed. He stressed, however, that long experience in flight test convinces him that he must use the most qualified and experienced pilots/engineers in his employ in the initial phases of flight test of a new vehicle. I mentioned to Mr. Johnson that it has come to our attention that Frank Powers is rather disturbed about the foregoing and I would be talking with him.

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JOHN PARANGOSKY

Deputy Director of Special Activities

DD/SA/JParangosky:mcm(19 July 67)

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